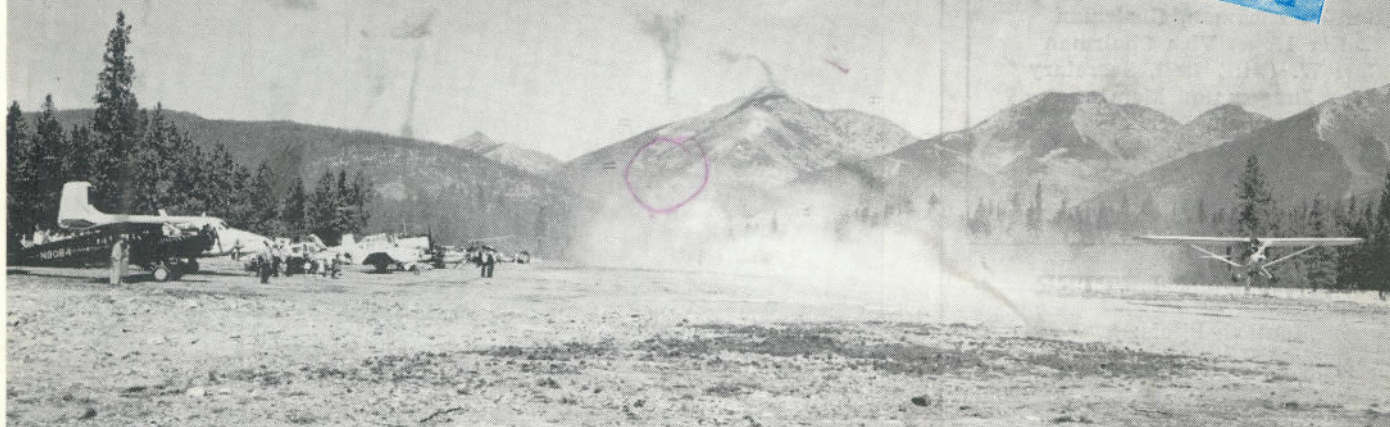


MONTANA AERONAUTICS COMMISSION



Volume 16 No. 7

July, 1965

AVIATION PHYSIOLOGY FOR PRIVATE PILOTS PROGRAM AGENDA

The special all day program sponsored by the Federal Aviation Agency, Aviation Medical Education Branch will be held on July 13th at Montana State College, Bozeman (Reid Hall, Room 108).

The program will be presented by Captain George E. Pendergrass, Chief of the Medical Education Staff, U.S. Air Force and Mr. J. L. Black of the Civil Aeromedical Research Institute.

AGENDA

- 10:00-10:45 The Environment of the Flyer.
- 10:45-11:00 Respiration and Circulation.
- 11:00-12:00 Hypoxia.
- 1:00- 1:30 Decompression Sickness.
- 1:30- 2:30 Sensory Illusions of Flight.
- 2:30- 2:45 Break.
- 2:45- 3:15 Oxygen Equipment Utilization.
- 3:15- 4:00 Summary—Discussion.

An evening session may be held for a question and answer period.

There is no charge for this program.

We urge you to take advantage of this opportunity to attend a very important and worthwhile program!!!

West Yellowstone Airport Dedication Attracts 2000



On June 12, 1965 over 2,000 persons were on hand for the dedication ceremonies of West Yellowstone Airport and to meet the Inaugural Flight of Western Airline's Electra. An approximate 200 aircraft and approximate 1,500 automobiles brought the attending crowd from points all over Montana and around the nation.

(Continued on Page 7)

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**
Box 1698
Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

Gordon Hickman, Chairman
Walter Hope, Vice Chairman
Carl W. (Bill) Bell, Secretary
Herb Jungemann, Member
E. B. Cogswell, Member
Clarence R. Anthony, Member
Jack R. Hughes, Member



AN OPEN LETTER

To All Montana Pilots:

I want to take this opportunity to thank the Montana Pilots Association for the "Montana Pilot of the Year Award." It makes me very happy and proud.

I don't mean to play the part of the modest recipient, however, there are a lot of people involved in my activities and credit should go where credit is due. To start with Morrison Flying Service, Tip O'Neal and Charley Harold (deceased) had the patience and intestinal fortitude to teach me how to fly. Jim Stradley of Gallatin Flying Service has supported our research activities and has been a guiding light. There are always such men as Clarence Anthony, Chuck Lynch and Jim Monger who are always there to help, and believe me they have.

It is almost impossible to name all who have been helpful. Here are just a few: Lynch Flying Service, Flight Line, Inc., Engineering Research Laboratory of M.S.C., Agricultural Experiment Station of M.S.C., John Vance, C. D. Markle, Mr. and Mrs. Jack Lovelace, Wayne Edsel, Paul Jordan, Eldon Dahl, Paul Moore and Jack Huber. So you see, many fine people have a share in the award which you have given me and you could not have given it to a finer bunch of pilots.

Thank you,
C. C. Bowman
909 West Dickerson, Bozeman

FIRST MDTA FLIGHT SCHOOL HOLDS GRADUATION



The graduating class—standing left to right: Michael G. Buckley, Blake J. McDowell, Roger E. Jones, David J. Roleczynski, James M. Bellmore, John W. Marshall, R. Neil Kent, William F. McDaniel, Carl R. Christiansen and Jerry K. Udelhoven. Kneeling, left to right: John A. Chase, Ted R. Higgins, Jared C. Brandt, Larry C. Ashcraft and Douglas C. McLaren.

An impressive Graduation Ceremony held on the lawn of Morrison's Flying Service at the Helena Airport, June 4, marked the completion of an intensive pilot training program. 15 young men received their Commercial Pilot Licenses with Instrument Ratings—in addition, 8 of the students received their Basic and Advanced Ground Instructors Ratings and 4 of the 15 received their Flight Instructors Ratings.

The program started in December of 1964, was the first of its kind in the United States. It was operated with the funds of the Manpower Development Training Act by School District No. 1 in cooperation with the State Department of Public Instruction, the Montana Unemployment Compensation Commission and the Aeronautics Commission with Morrison Flying Service being the Flight School contractor.

The graduation ceremonies commenced with the invocation by Reverend Blake J. McDowell followed by Miss Lynn Hadley singing the "Star Spangled Banner," made even more significant for the occasion by the sound of a light aircraft engine warming up in the background.

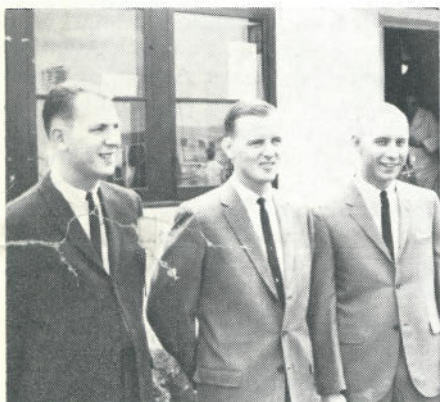
Mr. Giles Russell, Principal of the

Helena Public School of Aeronautics and Related Trades gave a short resume of the program and introduced the representatives of the participating agencies and a number of individuals.

Aeronautics Commission Director, Mr. Charles Lynch, acting as master of ceremonies, gave a brief presentation on the MDTA program and introduced the principal speaker for the program, Mr. Frank Wiley. Mr. Wiley congratulated the graduates and elaborated on their outstanding grades and the fine record set by the group. He stated that every member had surpassed the necessary requirements for graduation and specifically stressed their advantage in having the high standard of instruction which they had received in the ground and flight portions of the course by Jeff Morrison, Bruce Jordan and Gail Keilman. Mr. Wiley spoke of their good fortune in being in a profession that they enjoyed and the challenge of aviation and many opportunities offered to the men. He remarked that the whole aviation profession had watched our Montana school with intense interest and it was the hope that similar programs will be held elsewhere.



Speaker's Platform during Miss Hadley's vocal solo—left to right—Giles Russell, Charles Lynch, Frank Wiley, Miss Hadley, Clarence Anthony, Malcolm Streeter and William Korizek.



Instructors Bruce Jordan, Jeff Morrison and Gail Keilman.

Following a lovely rendition of the new Montana Song by Miss Hadley, Mr. Clarence Anthony, Supervisor of Technical Education and Montana Aeronautics Commissioner, spoke on the accomplishment of the program being a cooperative effort of a number of groups, agencies and individuals and stated that this group of graduates and their outstanding record was proof of the total success of the original idea. Mr. Anthony stated "it is nearly unheard of that 100 per cent of this class passed the commercial license examination on the first try. I understand that some 80 per cent of the applicants normally fail to pass the examination on the first try. That is like taking a group of engineering students and running them through college without a single failing grade."

Mr. William Korizek, Director of the course at the School of Aeronautics then introduced the graduates as they received their diplomas from Mr. Malcolm Streeter, Chairman of the School Board for District #1.

In closing the program, Mr. Lynch commented on the unlimited opportunities ahead for the graduates and extended everyone's wishes for their success.

"F & E PROJECTS"

The following is from a report of the Federal Aviation Agency, prepared by their Program Management Staff.

VORTAC—CONVERSION OF EXISTING VOR's

(Dates are Est. TACAN Commissioning)
Butte, Montana—Sept. 1966
Cut Bank, Montana—Sept. 1965
Helena, Montana—July, 1965

TVOR—ESTABLISH

Kalispell, Montana—Oct. 1965

RELOCATE ATC TOWERS

Great Falls, Montana—Jan. 1967

VHF/UHF DF—ESTABLISH

Butte, Montana—Defer for off airport remoting.
Great Falls, Montana—Aug. 1965
Missoula, Montana—Defer for off airport remoting.

HAVE YOU READ?

The June issue of *Air Travel* (the news supplement of *Official Airline Guide*) page 71. A feature article entitled "Today's Air Taxi: A Fine Vehicle" describes some of the aircraft currently used in air taxi work in this country. The article states how today's average air taxi is a far superior vehicle to the plane once associated with air taxi operation, it is comfortable, dependable and nearly equal in most respects to the most modern airline plane.

It points out that Air Taxi is one of the fastest growing segments of aviation, having shown a 32.6% increase for five consecutive years.

The various models used extensively in the air taxi business are described including Beechs, Pipers, Cessnas, Mooneys, Aero Commanders, Fairchild Hillers and De Havillands of Canada Ltd.

The June issue of *Air Facts*—An interesting informative article entitled "The Record Keepers" should be of particular interest to every pilot, particularly those contemplating purchasing an aircraft in the near future.

The article has been written hoping to clarify the reasons behind the possible Revalidation of Pilot's Licenses by the Federal Aviation Agency. It explains the present system of keeping airmen records and its problems. The article elaborates on the new scoring (which will be done by hand) and how you may receive an "analysis of your performance" on request if the revalidation program is adopted:

The Aircraft Records portion of the article explains the procedures currently used by the FAA and also outlines the method one should use for obtaining full information on used aircraft. Few persons realize the importance of obtaining title search when making a used aircraft purchase or realize the serious complications which can arise regarding ownership.

STATISTICS

	61/ 37	
	27/ 14	
	26/ 13	
	Accidents	Fatalities
	Total	
1964 Total	61	37
'64 as of this date ..	16	14
'65 as of this date ..	26	13

NO DRAG RACING ON AIRPORTS

A RESOLUTION ENTITLED: "A RESOLUTION OF THE STATE OF MONTANA, BY AND THROUGH ITS STATE AERONAUTICS COMMISSION, DECLARING IT TO BE THE POLICY OF SUCH COMMISSION THAT THE USE OF STATE FUNDS WILL NOT BE APPROVED FOR THE DEVELOPMENT, CONSTRUCTION, AND MAINTENANCE AND OPERATION OF AIRPORTS WHERE USE THEREOF FOR OTHER THAN AERONAUTICAL PURPOSES, SUCH AS DRAG RACING OR PRACTICES SIMILAR THERETO, IS PERMITTED BY THE GOVERNMENTAL AUTHORITIES IN CONTROL THEREOF."

WHEREAS, the State Aeronautics Commission of Montana has the statutory duty of protecting and insuring the general public interest and safety of persons operating, using or traveling in aircraft, and of persons on property on land and water, and to develop and promote safety in aeronautics within this state; and

WHEREAS, the Montana Aeronautics Commission believes the use of airports for other than aeronautical purposes, such as for drag racing, or similar practices, is prejudicial to aeronautical public safety.

NOW, THEREFORE, BE IT RESOLVED by the State Aeronautics Commission of Montana that it is the policy of this Commission not to approve the use of State funds, whether for engineering grants, construction grants, or loans, in the development, construction, operation, or maintenance of airports in the State of Montana where the use thereof for other than aeronautical purposes, such as for drag racing or similar practices, is allowed by the government authorities in control of such airports.

PASSED AND APPROVED by the Montana Aeronautics Commission this 14th day of May, 1965.

MONTANA AERONAUTICS COMMISSION

By (sgd) GORDON R. HICKMAN, Chairman

ATTEST:

(sgd) CARL W. BELL, Secretary

T. D. SPENCER JOINS FAA GADO STAFF

Mr. Thomas D. Spencer recently joined Lee Mills, Arthur Kurth and Elsie Childs in the Federal Aviation Agency's District Office in Helena as Operations Inspector.



Thomas D. Spencer

Tom was born in Great Falls, Montana, attended schools in Livingston and Clyde Park. He served with the United States Army Air Corps from 1943 to 1945. Tom has a long aviation background having flown since 1943 when he began as an Aviation Cadet with the Air Force—hunted coyotes in the Dakotas by airplane—contract instructed with the USAF from 1952-1957 in Malden, Missouri and has worked for General Aviation Operators.

Tom went to work with the Federal Aviation Agency in Indianapolis, Indiana in 1960 and was transferred to Oakland, California in 1961. He returned to Montana and the Helena office of the FAA on June 10, 1965.

Mrs. Helen Spencer, is also a pilot and holds a private license—daughter Virginia will be a freshman at Carroll College this coming fall and Patricia age 11, will be attending elementary school.

When asked for a comment—Tom replied, "It's good to be back in Montana."

FOR SALE: Aeronca Sprayer—Fiberglass—70 Gal. belly tank—135 Lbs. Licensed, Part 8 only. Contact: Flight Line, Inc. Belgrade, Montana or Phone: 388-6723.

FEDERAL AVIATION AGENCY NOTICE OF PROPOSED RULE MAKING "REALIGNMENT OF FEDERAL AIRWAY"

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations that would realign the VOR Federal airway No. 2 segment from Helena, Montana via the intersection of the Helena 119° and the Bozeman, Montana 338° True radials; Bozeman; intersection of the Bozeman 128° and the Livingston, Montana 261° True radials; to Livingston.

Interested persons may participate in the proposed rule making by submitting such written data views or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo. 64110. All communications received within 45 days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue, S. W. Washington, D.C. 20553. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The proposed realignment of V-2 would place this airway segment in an area of low mountain terrain where lesser weather phenomena, such as severe turbulence, icing, and snow showers, prevails. The present alignment of V-2 is approximately 11 miles shorter than the proposed realignment of the airway segment, but the latter would provide the best and safest service to the users.

This amendment is proposed under the authority of Sec. 307 (a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

D. E. Barrow, Chief
Airspace Regulations &
Procedures Division.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Preliminary Engineering—The airport boards at Baker, Circle and Wolf Point, have retained Wenzel Engineering of Great Falls to conduct a preliminary engineering survey for airport improvement on their respective airports. The airport board at Baker is planning on reconstructing the paved runway. The Circle airport is planning on paving an existing dirt runway and the Wolf Point airport intends on improving their airport to accommodate the Convair 580 that will soon be used on that route by Frontier Airlines.



MAC airport engineers, Worthie Rauscher and Vern Moody shown with Bill Fairhurst, Manager of Three Forks airport during installation of new lighting system.

Three Forks—A low intensity lighting system has recently been installed on the Three Forks airport. This lighting system was a joint project between the Montana Aeronautics Commission, the town of Three Forks and the Gallatin County Airport Board. The lighting system was designed by the Montana Aeronautics Commission and installed with volunteer labor.

The entire system was completed for approximately \$1,000. The town of Three Forks recently relocated the decommissioned beacon from Whitehall to the Three Forks airport. This fine new lighting system now gives sundown to sun up service on the Three Forks airport.

Schafer—A joint meeting will be held on the Schafer Meadow airstrip on the edge of the wilderness area on July 11. In attendance at this meeting will be representatives from the Montana Aeronautics Commission, the United States Forest Service and the Montana Pilot's Association. The joint meeting will be held to inspect the plans of the Forest Service for the construction of camp ground facilities on this airstrip.

Benchmark—Bids were recently opened by the United States Forest Service for the construction of a joint use airport on the southeast edge of the Bob Marshall Wilderness area. The new runway will be 6,000 feet in length and paved. This VFR airport will be used primarily for forest fire control and for recreational use throughout the summer months. The contract for construction was awarded to McLaughlin Construction of Great Falls for a total cost of \$354,819. The Montana Aeronautics Commission granted \$25,000 to aid in the financing of this project and the remainder of the cost was shared between the Federal Aviation Agency and the United States Forest Service.

Culbertson—Bids were opened on June 21 for the construction of a paved runway on the Culbertson airport. Hilling Construction Company of Williston, North Dakota was the apparent low bidder with a bid of \$59,213.40. The bid was negotiated with some items deleted to a cost of \$47,112.40. The Montana Aeronautics Commission loaned \$18,100 to the town of Culbertson and Roosevelt County to aid in the financing of this local, state and federal project.

Jordan—The Garfield County Commissioners opened bids on June 8, 1965 for the reconstruction of the Jordan airport. The low bidder on this project was Gus M. Albert Construction Company of Miles City, Montana at a total cost of \$62,913. The Montana Aeronautics Commission loaned \$10,000 to Garfield County to help finance this local, state and federal project.

Missoula—The Missoula County Airport Board opened bids on June 24

for two projects on the Missoula County Airport. The first project was for the construction of a new taxiway from the Terminal Building to runway 11/29. The contract was awarded to the low bidder who was Missoula Paving Company for a cost of \$158,801.24.

The second project that was awarded on June 24 was for the installation of high intensity lights on runway 11/29 and a taxiway lighting system on the new taxiway. The contract was awarded to Cascade Electric of Great Falls for a total cost of \$108,678.35.



CALENDAR

July 4, Butte—Fly-In Breakfast at Raymond's 7-11 A.M. National Air Show—Starring Harold Krier and Charlie Hillard Jr. Bill Sweet—Director-Narrator. Admission \$1.00 adults. Children under 12—50c.

July 4, Polson—Annual Montana Flying Farmer's Picnic at Ed Baldwins—Finley Point.

July 5, Sidney—Fly-In Breakfast and Air Show.

July 13, Bozeman—Montana State College "Aviation Physiology for Private Pilots" Reid Hall, Room 108 (See article).

July 13, Helena—Placer Hotel—6:30 P.M. no-host cocktail party and dinner to honor Mr. Frank Wiley, former director of MAC—upon his retirement as Advisor (see article).

July 14, Helena—Montana Aeronautics Commission, regular meeting.

July 16, Livingston—Fly-In and Play Golf.

July 17, Montana—The second "Big Sky Race" sponsored by the 99's. Open to all women pilots. The route of the race will be: Missoula-Kalispell (FCA)—Valier-Havre to Great Falls. (Rain date—July 24).

July 25, Columbus—Air Bowl Lanes will hold a "free" Fly-In Breakfast 7-10 A.M. Static aircraft display. (FISHERMEN NOTE: Fishing should be real good at this time of the year.) Bring your own tie downs. Unicom 122.8.

August 7 & 8, Livingston—Fly-In and Beef Barbecue. National Fish Derby to be held August 8. Fly-In and enjoy the barbecue and derby.

August 8-13, Omaha, Neb.—International Flying Farmer's Convention.

August 28 & 29, Lander, Wyoming—International FF Amigo Days. Beef Barbecue, Junior Rodeo, Helicopter rides, Little Theatre Melodrama, Rifle matches and many more events. Meet dignitaries from Mexico and Washington, D.C. (Free transportation to and from the Lander airport to the Ranch).

Sept. 23, 24 & 25, Portland, Oregon—International Northwest Aviation Council Annual Fall Meeting.

Sept. 28-Oct. 3—Las Vegas, Nevada—AOPA Plantation Party and Industry Exhibit. Industry exhibits and aviation clinic sessions open to all. For entertainment-accommodations "package plan" rates, information on flight training course and registration, write Plantation Party, AOPA, Washington, D.C. 20014.

October 2, Grand Haven, Michigan—The 10th Annual Michigan Small Race conducted in co-operation with the Michigan State Dept. of Aeronautics and sponsored by the Michigan chapter of Ninety-Nines, International Organization of Licensed Women Pilots, will be held at Grand Haven Memorial Park.

October 11-13, Norman, Oklahoma—The National Airports Conference to be held at the center for Continuing Education University of Oklahoma and the American Association of Airport Executives with the support of the FAA. Persons in all segments of the Aviation Industry should endeavor to participate in this national conference.

"YELLOWSTONE RADIO"

Pilots flying in or out of West Yellowstone may call "Yellowstone Radio" 122.1 MC Receive on 122.2 MC.

Communications frequencies 122.1 and 112.2 have now been installed at the radar site on Sawtelle Peak. To close or to open your flight plan call Yellowstone Radio which is direct wire to the Salt Lake City Flight Service Station.

The FAA suggests that you call from the air whenever possible to be sure of contact. It will not be necessary for you to contact Bozeman Flight Service Station as Yellowstone Radio will open or close your plan through Salt Lake City Flight Service Station.

BOX ELDER STUDENTS GO FLYING



Box Elder group shown with pilot Mrs. Sharel Bitz (far left back row), Mrs. Abbie Williamson, Mrs. Walter Hensley and Wilbur D. Genger, school bus driver.

Recently the seventh and eighth grade students from Box Elder with the assistance of teacher, Mrs. Abbie Williamson, the parents and Hensley Flying Service "went flying."

In a Cessna 172 belonging to the Hensley Flying Service of Havre, piloted by Sharel Hensley Bitz—the students were taken up in groups of three for a flight over the city and surrounding area. The students have various projects during the year to finance their flight. For the majority of the group it was their first airplane flight and all were thrilled and enthused with the experience.

MONTANA TOWER CONTROLLED AIRPORT OPERATIONS



TOWER

OPERATIONS

	May 1965 Total Operations	Instrument Operations
Great Falls	11,320	729
Billings	7,867	896
Missoula	6,310	235
Helena	6,011	205

LOOSE GAS CAPS????

Recently the Civil Aeronautics Board investigated an accident involving a forced landing that had its inception before the aircraft engines were even started. This accident involved a popular make of light twin-engine aircraft, and an en route stop for fuel and refreshment.

In this instance the gas cap was not replaced after the refuelling was completed, or if replaced, it was not installed properly. In flight, this resulted in fuel siphoning from the gas tanks. As the fuel was siphoned overboard, the gas tanks collapsed at a rate that caused the fuel gauges to indicate nearly a normal rate of fuel consumption right up to the point where both engines quit!

Moral—be sure the line boy or refueler is familiar with the aircraft, and that you, as the pilot, have checked the proper fastening of the gas caps prior to take off.

A henpecked husband who had been going to a psychiatrist:

"I still do the housework, but now I like it."

Service, Washington, D.C.; William Knoepfle, Chief, Airport Div., Kansas City, Mo.

Civil Aeronautics Board: Colonel John Dregge, Director, Community and Congressional Relations, Washington, D.C.

United States Forest Service: E. R. DeSilvia, Assistant Regional Forester, Missoula; Alan Lamb, Forest Supt., Gallatin Nat'l. Forest, Bozeman.

Western Airlines: Jerry Brooder, Senior Vice President; Art Kelly, Vice President; Alex Warden, Director of Airport Branch; Thomas Murphy, Director of State and Community Affairs; Ray Silvius, Director of Public Relations.

Big Sky Aviation: H. "Pete" Hill, Chairman.

Yellowstone Park Company: Art Bazata, General Manager.

Individual dignitaries: Hugo Aronson, Ex-Governor of Montana; Willard Frazer, Mayor, Billings; F. H. Christensen, Weed, California.

DEDICATION CEREMONIES

Montana Aeronautics Commission Chairman Gordon Hickman acted as Master of Ceremonies for the program: Invocation by Rev. Clark McKinney, Madison Valley Presbyterian Church. Benediction by: Rev. Lee Jacobsen, Latter Day Saints Church, West Yellowstone.

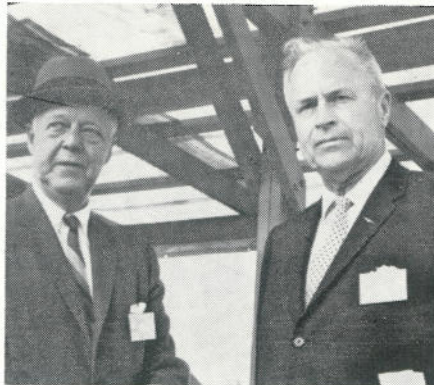
Mr. Hickman read several telegrams received by him from Senators, Mike Mansfield, Senator Lee Metcalf, and Senator Wilward L. Simpson congratulating the Commission on the airport, the wonderful advantage of the airport at the Gateway to the Park and extended their regrets for being unable to attend the ceremonies.

Both Senator Mansfield and Senator Metcalf expressed their pleasure in having played a part in bringing about the accomplishment of the 15 year old dream.

A portion of the speakers comments were: Mr. F. H. Christensen briefly reminised on appearing for the dedication of the First West Yellowstone Airport 30 years ago—the wonder of the new airport and the great advantage to the park and the area.

Mr. Ed Nelson, Administrative Assistant to the Governor expressed Governor Babcock's sincerest regrets

for being unable to be at the Dedication and spoke on the advantage of the airport to tourism and the economics in Montana.



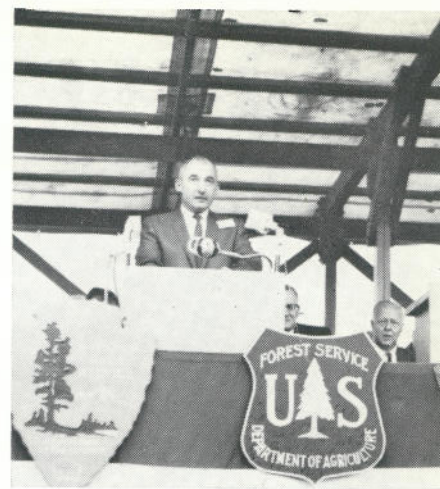
Featured speaker (Right) Mr. William J. Schulte and (left) Colonel John Dregge, Director, Community and Congressional Relations, Washington, D.C.

Mr. William J. Schulte, Assistant Administrator, Office of General Aviation Affairs of the Federal Aviation Agency, Washington, D.C., in his comments stated that the West installation was accomplished through the cooperation of Federal, State, Local governments and the People. He extended congratulations to all individuals and agencies that had furthered the project. He continued to say that the Montana Aeronautics Commission was recognized over the entire nation for their accomplishments and specified their advancement in the field of Aviation Education.

Congressman Arnold Olsen included in his comments that with the drastic reduction in railway connections, the importance of air travel for passengers, mail and freight to points throughout the United States and the vital need of superior installations such as West's airport.

Mr. Howard "Pete" Hill, Big Sky Aviation, expressed their hope of greater number of persons being able to enjoy the wonders of the park and further their desires to return again and again being brought about by the airport.

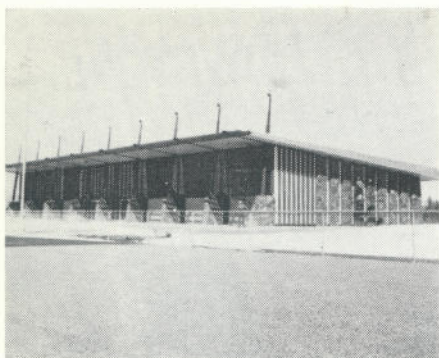
Both Mr. Cole Morrow, Director of Airport Service, Washington, D.C. and Colonel Dregge of the Civil Aeronautics Board, included in their comments the beauty of Montana being made available for more persons and the encouragement of travel to the Park and the area by the airport.



Mr. E. R. DeSilvia, Assistant Regional Forester, Region No. 1, Missoula, United States Forest Service shown delivering his dedication speech. Mr. DeSilvia spoke briefly concerning the combined efforts of the State and Federal agencies and interested persons working together brought the completion of the airport about and the very satisfying result.



A Temporary Tower was maintained throughout the three days from Noon until 8:00 P.M. on Friday; 6:00 A.M.-7:00 P.M. on Saturday and 6:00 A.M.-6:00 P.M. on Sunday. Perched high atop the Maintenance Building the tower was efficiently manned by Helena Tower Chief, Lud Hodge and two operators, Pat Kennedy and Ken Mitchell.



The Terminal Building—designed in the western motif is constructed of stone, glass, steel and wood. Costing \$248,480, the terminal houses the following facilities.



Smith and Chandler Gift Shop—operated in conjunction with their larger store in downtown West, has a lovely selection of gifts, souvenirs, novelties and leather goods.



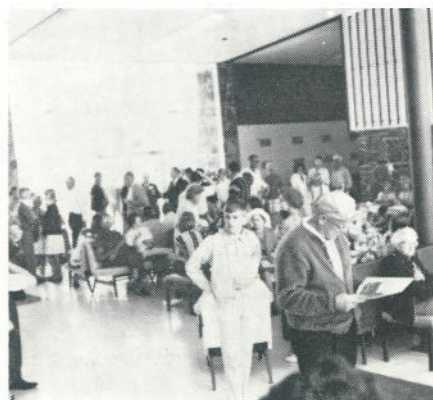
Airport Cafe—Mr. Van Smith is shown in his attractive, convenient restaurant on the busy Dedication Day. The restaurant will be open all day—7 days a week—daylight to dark.



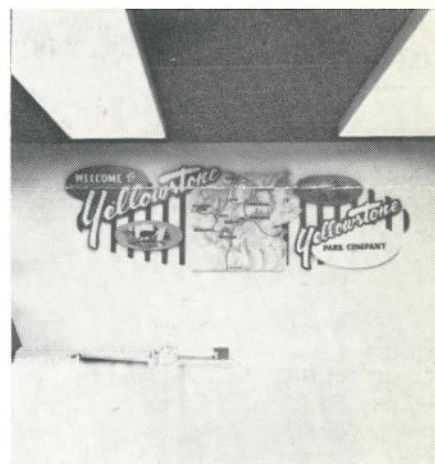
Big Sky Aviation—has an attractive office located on the East side of the building. Big Sky offers all Texaco jet and aircraft fuels, airplane servicing and cleaning, charter flights and scheduled flight instruction. National Car Rental is available through the Big Sky Office. Staff: Hal Wight, Manager; Shirley Clawson, Secretary; Larry Jenkins and Ken Rudio, Line Men.



Hertz Rent-A-Car—nationally known rental agency has a fine fleet of automobiles and reasonable, standard rates for your convenience when flying into West.



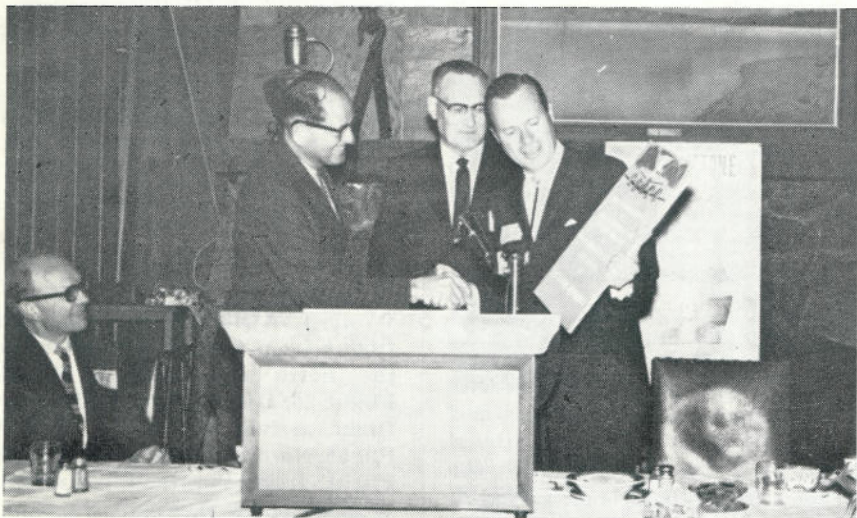
Western Airlines—will maintain 2 flights from the South and one from the north daily. Flight Schedule: Flight 26, DC6, Northbound. Through flight, arrives at West at 12:09 P.M. Flight No. 12, Electra, Turn Around Flight from the South, Arrives at West at 2:57 P.M. Flight No. 23, DC6, Southbound through Flight, Arrives at West 5:51 P.M.



Yellowstone Park Company—maintains their office in the terminal building and will assist you with your reservations anywhere in the Park—(YP Company states that they have 9,000 rooms available each night.) Through franchise with Avis Rental Cars, YP Company has motor and camping vehicles and rent-a-cars available and they specialize in guided bus tours through the Park.

The picture to the left shows—Terminal Lobby—a partial view of the spacious, comfortable lobby taken on Dedication Day.

At the evening banquet held at Old Faithful Inn for some 300 dignitaries and guests (hosted by Yellowstone Park Company and Western Airlines, an Inaugural Flight Commemorative Plaque was presented to the Montana Aeronautics Commission by Western Airlines.



Mr. Fred Kelly, left, Western's Number one pilot gives his congratulations as Montana Aeronautics Commission Chairman Gordon Hickman, center, received the plaque from Mr. Art Kelly, Vice President of Western Airlines.

Shown seated to the left is Mr. John A. Carver, Jr., Deputy Secretary of the Interior, Washington, D.C.



Guest Dignitaries and Montana Aeronautics Commission Members—(Left to right) Representative Arnold Olsen; Commission Members, Jack R. Hughes, Walter Hope, E. B. "Ted" Cogswell and Montana's Secretary of State, Frank Murray.

Picture to the right shows three—FAA attending officials, (left to right.) Mr. Eugene Kropf, Public Affairs Officer, FAA, Western Region. Mr. Edward C. Marsh, Director, FAA Central Region, and Mr. Tom Davis, Flight Standards Division, FAA Central Region.

Due to lack of space we cannot begin to name or picture the hundreds of officials and department representatives of State, Federal, County and Local government offices and the individuals that attended and participated, but we do wish to extend our very sincerest thanks to them all and appreciation for their assistance in making the Dedication Day a success, a fitting tribute to the \$1.3 million airport.



A Yellowstone Park Bear (in truth, a Western Airline employee) was the first to alight from Western's Inaugural Flight plane and was happy to pose with two lovely stewardesses.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

Hanson, Roger D., Havre—Private
Summers, Ned K., Ekalaka—
Student
Bishop, Douglas M., Kalispell—
Student
Schneider, Frederick, Townsend—
Flight Instr.
Hickox, Richard W., Great Falls—
Airline Trans. Pilot, AMEL
Com. Priv. ASEL & S
Koski, Everett G., Geyers—Student
Fincher, Walter K., Kalispell—
Student
Klaue, James D., Great Falls—
AMEL added to Com.
Hall, Kemper W., Great Falls—
Private
Jones, Roger Edw., Helena—Com.
Mance, Milton Francis, Concord,
Calif.—Student
Howard, Lloyd Vernon, Great Falls
—Student
Webb, Robert Barry, Minton,
Alberta, Canada—Student

Sanderson, Robert L. Stevensville—
Instr. added to Com ASME
Kelly, John B., Helena—Student
Ford, James A., Missoula—AMEL
added to Com. ASEL&S, Instr.
Wetherell, Gary McCume, White
Sulphur Springs—Private
Mavencamp, Morris A., Malta—
Student
Stewart, William C., Hamilton—
Student
Bonham, Charles O., Drummond—
Student
Birky, Arthur K., Kalispell—
Student
Stockhill, Michael L., Kalispell—
Student
Hill, Jon Kellogg, Mt. Vernon,
Wash.—Private
Lesh, Nicholas L., Great Falls—
Private
Buckley, Michael G., Yakima, Wash.
—Instr. to Com. & Adv. &
Instr. Grd. Instr.
Anderson, Hugh Vaux, Great Falls
—Private
Maurer, Bruce C., Power—Student
Oliver, Clarence W., Great Falls—
Student
Gill, Daniel J., Chinook—Student
Brandt, Jared C., Glasgow—Instr.
added to Com.
McDowell, Blake J., Chester—Grd.
Instr-Adv. & Instr.
Fromm, Donald G., Great Falls—
Student
Newman, Robert M., Great Falls—
Student
Bellmore, James M., Kalispell—
Instr. added to Com. & Adv. &
Instru. Ground Instr. & Flt Instr.
McDaniel, Wm. F., Tonasket, Wash.
—Instr. added to Com.
Haiges, Manfred L., Missoula—
Private
Mangold, Edward A., Havre—
Student
Gore, Jerry W., San Diego, Calif.—
Student
Mathis, Jack W., White Sulphur
Springs—Student
Harr, Arthur B., Missoula—Student
Earl, Lorne V., Newgate, British
Columbia—Student
Schultz, James G., Drummond—
Student
Udelhoven, Jerry Keith, Winifred—
Flight Instr. Adv. & Instr.
Ground Instructor
McLaren, Douglas C., Cleveland,
Ohio—Instr. added to Com.
Huebner, Phillip D., Cut Bank—
Private
Brown, Earl Robert Jr., Great
Falls—Private

Connelly, James W., Great Falls—
AMEL added to Com.
Chase, John A., Butte—Instr. added
to Com.
Dean, Noble E., Kalispell—Student
Campbell, Frank M., Hot Springs—
Student
Muller, Gerhardt K., Fortine—
Student
Osler, Beverley Ann, Fortine—
Student
Gibson, John W., Great Falls—
Student
Pilgeram, Keith W., Plains—Private
Mitchell, Larry R., Dillon—Student
Kent, Rodger Neil, Ennis—Instr.
added to Com.
Ward, Doyle V., Choteau—Private
Hatlie, Guy O., Jamestown, N.
Dak.—Private
Swenson, Ronald E., Chinook—
Student
Peterson, Donald R., Great Falls—
Student
Ashcraft, Larry C., Helena—Instr.
added to Com.
Marshall, John W., Jr., Missoula—
Instr. added to Com.
Christiansen, Carl R., Livingston,
—Flt. Instr.
Phillips, Joseph A., Calgary, Alta.,
Canada—AMEL & Instr. added
to Private
Slaughter, John W., Winnetka, Ill.—
Student
Kunkel, Robert William, Anaconda
—Student
Parker, Orville N., Fortine—Student
Henderson, Bert F., Dillon—
Student
Volker, Jesse V., Great Falls—
Student
Jones, Roger E., Helena, Instr.
added to Com.
Bahr, Charles Volney, Yellowstone
Park, Wyo.—Private
Healea, Wm. Dean, Missoula—
Student
Keenan, June Agnes, Great Falls—
Student
Deist, Roger A., Kalispell—Student
Peterson, James G., Missoula—
Private
Brooks, Michael C., Missoula—
Private
Reiss, Peter J., Hudson, New
York (Missoula)—Flt. Instr.
Butler, John M., Great Falls—
Student
France, Johnny G., Dillon—Student
Amon, Stanley G., Aurora, Colo.
—Private
Beck, Donald R., Deer Lodge—
Student

Hensler, Eugene C., Kalispell—
Student
Sterrett, Robert Henry, White
Sulphur Springs—Student
Poncellet, Eugene R., Great Falls—
Flight Instr.—Instr. added to FIA
Ibatuan, Polly Jr., Toppenish,
Wash.—ASME (mil. Comp.)
Haaby, Earl S., Great Falls—
Private
Higgins, Ted R., Helena—Adv. &
Instr. Grd. Instr.
Baze, Charles B., Missoula—
Powerplant Mechanic
Storaasli, Martin D., Kalispell—
Student
Cleverly, Max H., Dillon—Student
Harvey, Arthur R., Dillon—
Student
Holt, Ramona B., Missoula—
Student
Samels, Leslie C., Missoula—
Student
Dawson, Harold K., Juneau,
Alaska—Private
Marchbanks, Keith Lynn, Eureka—
Student
Swainson, John W. (Livingston)—
MEL on Com.
Toavs, Virgil L., Wolf Point—
Private
Garwood, Ralph M., Powell, Wyo.—
Private
Eddie, Kenneth L., Billings—Student
Smith, Dr. John H., Laurel—Private
Eisenbart, Allen R., Wibaux—MEL
on Private
Craig, Thomas W., Billings—MEL
on Private
Lochrem, Larry A., Billings—
Private
Stevens, Thomas E., Two Dot—
Private
McGuire, James P., Livingston—
MEL on Com.
Spanger, Paul L., Roundup—Com.
Banta, Phyllis K., Roberts—Private
Jarrett, George R., Clear, Alaska—
Com.
Hoffman, Gary C., Billings—
Student
Cascaden, Carrie L., Lewistown—
Student
Johnson, John A., Lewistown—
FLT.—Instr.
Foos, Donald A., Billings—MEL
on Private
Smith, Sandra F., Kaycee, Wyo.—
Student
Anderson, Betty J., Sheridan, Wyo.
—Student
Collinson, William B., Glasgow—
Student
Anderson, Anne Ross, Minot—Instr.
on Com.

Wickland, Terry D., Roundup—Student
 Miller, Robert A., Hardin—Private
 Etchart, Mitchel J., Glasgow—Instr. on Com.
 Heyn, Charles A., Billings—Student
 Bassett, Wilmer T., Lovell, Wyo.—Instr. on Com.
 Lehmann, Kenneth M., Sturgis, S. Dak.—DC-3 on Com.
 Foe, Rother T., Greybull—DC-3 on Com.
 Storer, Duane L., Columbus—Student
 Kreitinger, John M., Bainville—Com.
 Meidinger, Timothy J.—Student
 Combs, Donald W., Lewistown—Student
 Schwarrock, James W., Billings—Helicopter on Com.
 Rubin, Harold A., Flaxville—Private
 Popp, Alex D., Park City—Com. on Instr.
 MacDonald, Donald F., Billings—Student
 Houseman, Tom C., Billings—Student
 Lidderdale, Charles A., Billings—Student
 Boles, Robert S., Hardin—Instr. on Flt. Instructor, Com.
 Sullivan, Gerald A., Lewistown—Student

FRANK WILEY TO BE FETED AT DINNER

Individual members of the Montana Aeronautics Commission will honor Mr. Frank Wiley at a no-host cocktail party and dinner at the Placer Hotel on the evening of July 13th.

Frank is retiring as Advisor to the Montana Aeronautics Commission as of July 1st. Frank served as Director from 1946 until December of 1961 when he became Advisor.

The invitation to the dinner has been extended to Frank's many friends and admirers in the aviation industry in Montana and throughout the United States.

FOR SALE: '59 Comanche 250 1317 TT—0 SMOH—Chromed Eng. Mark 2—ADF—Full Panel—External Power Plug—Alcor—Exceptionally Clean. Price \$12,500. Contact: Morris Rudio, 635 Lewis Avenue, Billings. Phone 259-1921 or 259-6339.

FOR SALE: Super Cub 125—Recovered 1963—300 SMOH—120 STO—Scott tail wheel—New Mark 2 Omnigator—Price \$3,150. Contact: R. Paulsen, Box 1376, Great Falls, Montana. Phone: 761-2300.

FOR SALE: Piper Tri Pacer PA 22—188 SMOH—TT 2,440—New License—Excellent Condition. Price \$3,000. Contact: M. P. Branning, Helena, Montana. Phone: 442-1222.

STUDENTS VISIT HELENA AIRPORT



Crow Creek students pictured with teacher Shirley Maudree in front of the Aeronautics Commission building.

Students of the third, fourth and fifth grades of the Crow Creek School at Toston, located about 45 miles east of Helena, recently visited the Helena Airport and had a complete tour of all the Federal and State facilities.

The trip was arranged with the assistance of Mary Jo Janey, Supervisor of Aviation Education for the Montana Aeronautics Commission, the Department of Public Instruction, the parents and Crow Creek School.

GOOD NEWS FOR PILOTS

Forecaster, Weather Bureau Airport Station, Great Falls, Montana by Roy. L. Anderson, Aviation

A comparatively new pilot briefing tool is now available that both improves the quality of, and shortens the time required for briefing.

This tool is the **WEATHER DEPICTION CHART** and is displayed in all weather offices having facsimile equipment. For those pilots familiar with the chart, little needs to be said. For those who have not made use of it, a few comments may be in order.

The size of the complete chart is 20 x 18 inches and it includes southern Canada as well as all of the United States. Weather stations are indicated by open circles. Cloud cover is indicated by shading in a portion or all of the circle for scattered, broken or overcast skies. A figure beneath the circle gives the height of the clouds

above the ground in hundreds of feet. Areas with ceilings 1 thousand to 5 thousand feet inclusive and visibility 3 miles or greater are enclosed with a wavy line; areas with ceiling below 1 thousand feet, or visibility below 3 miles, or both, are enclosed with a solid line. Weather conditions resulting in restrictions to visibility of 6 miles or less are also indicated on the chart.

A quick glance at this chart will give you a picture of the weather over the entire country, showing any areas where you might have problems with visual flights as well as routes that have excellent flying conditions. A new depiction chart is received every 3 hours. Frequently the chart will show essentially clear weather for the entire route you wish to fly, so further checking is unnecessary. However, if problem areas are indicated, the current weather sequences for the bad weather can be quickly checked without spending time looking at sequences for the good weather portion of the route.

Another advantage comes to the pilot who telephones a weather office with such a chart displayed. The weather briefer can give a more complete briefing in less time and with more confidence. From time to time, skies will be shown nearly clear from Montana to Florida but with low ceilings over the northeastern states. A pilot calling for a weather briefing to Miami might be surprised to be told immediately that the skies are clear all the way at the present time. This portion of the briefing is both easy and accurate when such a chart is available.

It should be emphasized that this is a picture of the **present weather** and **not a forecast** . . . but, if the flight will be completed in a short time, the information shown on the chart will be much the same as a short range forecast.

This chart is not a complete briefing, but it is a very useful briefing aid furnished by the Weather Bureau for the benefit of pilots.

Ask to see the Weather Depiction Chart at the following weather bureau stations:

Billings, Great Falls, Helena, Missoula. Sample copies may be available.

Check the weather! Choose your route wisely! Enjoy a safe and pleasant flight!

CIVIL AERONAUTICS BOARD RENEWS FRONTIER'S AUTHORITY TO SERVE MONTANA COMMUNITIES

**By Charles A. Smith
Commission Attorney**

On June 10, 1965, the Civil Aeronautics Board issued its decision in the Frontier-North Central Route Transfer "Use It Or Lose It" investigation. In its decision, the CAB retained and renewed for an indefinite period the authority of Frontier Airlines to serve Miles City, Montana and routes between Great Falls, Montana and Williston, North Dakota, via Havre, Glasgow, and Wolf Point and Sidney, Montana; and between Billings and Great Falls, Montana, via Lewistown, Montana. The Board retained Glasgow, Wolf Point, Sidney and Glendive as separate intermediate points rather than as hyphenated points as recommended by the Examiner.

The CAB instituted the investigation to determine whether the Montana cities served by Frontier Airlines were making sufficient use of air service to justify its continuance. In order to determine whether a particular city or route is justified in receiving continued service by a local service or "feeder" airline, the CAB has set up certain guidelines. Some of these are the number of passenger boardings, adequacy of other commercial transportation, and the degrees of isolation of the particular city or route in question.

It is the task of the communities involved and other interested parties to present a convincing case for continued air service based on the foregoing guidelines. For this purpose, the Montana Aeronautics Commission and the cities involved filed briefs to the CAB. Shortly thereafter, representatives from the Montana Aeronautics Commission and the interested cities traveled to Washington, D.C. to present oral argument before the CAB for continued air service at all the Montana points as it then existed.

The CAB decision in this matter reflects a 100% win for the Montana Aeronautics Commission, the cities involved, and the State of Montana. The impact of the CAB's decision on the economy of Montana is incalcul-

able but it most certainly will be a tremendous aid to the development of this state in the coming years. All of the Montana participants should be congratulated for their splendid cooperative effort which made this success possible.

(Author's note: This news item is presented in lieu of my regular article "A Case In Point").

REGULATIONS ANNOUNCED BY FAA TO CONTROL AGRICULTURAL AIRCRAFT OPERATIONS

The first Federal regulations specifically governing agricultural flying and related activities were announced today by the Federal Aviation Agency.

The new rules, effective January 1, 1966, are designed to improve the safety of agricultural operations and protect persons and property on the ground. They establish, for the first time, national standards and requirements for private and commercial agricultural operator certificates, operating rules, aircraft airworthiness, pilot qualifications and record keeping for the 2500 operators engaged in agricultural flying.

The new rules also carry prohibitions against the aerial dispensing of Federally registered poisons for purposes other than for which they are registered with the U. S. Department of Agriculture or which are contrary to any safety instructions or use limitations on the label.

Under the new rules, aerial applicators are required to obtain either a private or a commercial agricultural aircraft operator certificate from the FAA. These are newly established Agency certificates. The certificates will remain effective until surrendered by the operator, or until suspended or revoked. A facsimile of the certificate must be carried in the aircraft.

To obtain a private agricultural certificate, the applicant must have a current U. S. private, commercial, or airline transport pilot certificate and a rating for the aircraft to be used. The private operator cannot conduct operations for compensation or hire, or operate over a congested area, or over any property he does not own, lease, or, where crops are concerned, in which he has no property interest.

For a commercial agricultural certificate, the applicant must have avail-

able the services of at least one person who holds a current U. S. commercial or airline transport certificate as well as a rating for the aircraft to be used in aerial agricultural operations. The applicant himself may be that person.

Aircraft used may be either single-engine or multi-engine, fixed-wing or rotorcraft. The aircraft must be certificated by FAA and be airworthy. They also must be properly equipped for agricultural operations and have shoulder harnesses for pilots. The operator, private or commercial, must have a minimum of one aircraft.

Operators, or their designed chief supervisors and all pilots, will be required to demonstrate proper operational techniques in conducting agricultural aircraft activities. They also will be required to show knowledge of materials used, including the handling of poisons. They must be familiar with the operating capabilities and limitations of their aircraft.

The rules provide that operators and pilots who hold a current FAA certificate of waiver to conduct aerial applications and have a satisfactory record of operation will not be required to demonstrate their knowledge and skill.

Requirements, procedures, and restrictions for operating within airport traffic areas, control zones, and over congested and non-congested areas are contained in the rule. Also covered are weight limitations and inspections, pilot experience requirements, the responsibility for operators to keep current records of their activities for at least 12 months and to make them available to FAA inspection on request.

State or local laws relating to the dispensing of agricultural materials and chemicals are not affected by the new FAA regulations. Nor do they attempt to establish flight procedures for specific crops or direct the use of particular application techniques, or prescribe the kinds of chemicals or other materials to be used.

State, local, or Federal agencies conducting agricultural aircraft operations with public aircraft are not required to comply with the certification requirements under the new rules. (Public aircraft are those owned by government agencies and not engaged in the carriage of persons or property for compensation or hire.)

The effective date of January 1, 1966, is designed to allow operators sufficient time to meet certification

and other requirements of the regulation with the least possible inconvenience.

Today the number of operators engaged in agricultural flying is steadily increasing. Approximately 2500 persons operating 5000 aircraft are engaged in this type of activity today. FAA control over these activities now is limited to the requirement that operators obtain the certificate of waiver which has to be reissued each year to the operator. The waiver authorizes flight below the minimum safe altitudes specified in the general operating rules for all pilots (part 91, Federal Aviation Regulations). Some operating can conduct their activities without having to fly below these altitudes and therefore do not require the waiver.

The waiver system is considered unsatisfactory by not only the Agency but by many of the operators. It authorizes non-observance of certain flight rules and makes no provision for demonstrating knowledge by the operator or his supervisory pilots and, also, generally does not contain limitations with respect to materials dispensed. From the standpoint of the operator, the waiver system leaves him at a disadvantage since unlike the conventional FAA certificate issued to the public, the waiver can be withdrawn at any time by the Agency without the usual certification action procedures. Further, in the case of any civil court actions taken against him, the operator is automatically placed in the position of non-compliance with Federal safety regulations.

Issuance of the new Part 137 of the Federal Aviation Regulations is a culmination of FAA-industry conferences, notices of proposed rule-making, and a public hearing.

FOR SALE: 108; 150 HP; 4 passenger—1947 model. Time since engine OH; 782 hours Airframe since new; 3,697 hours. Always hangared, wings recovered 4 years. Used in the school for flight training, all dual, no solo. Plane will have zero time annual. If interested contact: Virgil Janes, School District No. 1, 7th at Allen, Helena, Montana. (When the notice is legally advertised a form will be mailed to you.)

FOR SALE OR TRADE: 47 Stinson Voyager 150 HP—VHT 3 Radio—Aeromatic Prop—Very good condition—will take Champ or J-3 cub in trade. Contact: Bud Morrison, Morrison Flying Service, Helena, Montana.

FOR SALE: 1954 Tri Pacer—230 HMO—Superhomer Radio—Priced to sell at \$3,500—will trade down. Contact V. E. Castle, Box 164, Billings, Montana.

FOR SALE: Aeronca Sprayer, Sorensen—90 gal. belly tank—115 Lye. licensed Std. and Restricted. Contact: Flight Line, Inc., Belgrade, Montana or Phone 388-6723.

Letters to the Director

Dear Mr. Lynch:

Your letter of May 26 concerns the need for expanding weather service at Havre. This is a matter which has been brought to our attention by Havre residents and community groups a number of times during the past several years and has been given serious consideration on each occasion.

You have indeed presented a strong case in behalf of Montana aviation for extending the hours of reporting the visually determined elements of weather observations and we would like very much to be able to do as you request. Although we are expanding or initiating few, if any, services at the present time, it may be possible to somewhat relieve the situation at Havre by arranging for more adequate Supplementary Aviation Weather Reporting Station (SAWRS) observational coverage and Service A transmission of the SAWRS reports. Possibilities for expanded pilot weather briefing service will also be explored. Preliminary efforts indicate a better aviation program may be worked out. The Salt Lake City Weather Bureau Regional Office will be in touch and keep you informed concerning the success of these efforts.

We appreciate your offer of assistance. The Regional Office will let you know of any help that may be needed.

Sincerely yours,

George P. Cressman, Director
National Meteorological Services
U.S. Department of Commerce
Weather Bureau, Washington.



FEDERAL AVIATION AGENCY ITINERARY LISTING

Airport	July	Aug.	Sept.
Bozeman		12	
(Gallatin Field)			
Culbertson		3	
Glasgow	14		15
Glendive		18	
Great Falls	8	5	9
(International)			
Lewistown		25	
Miles City	29		30
(Municipal)			
Missoula	15	19	23
Sidney	28		29

NOTE: Provisions have been made to give private pilot written examination **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

"GREAT FALLS AIRPORT TO RECEIVE NEW TOWER"

**FAA Awards Contracts For First
Three Standard Design Concrete Air-
port Control Towers.**

The first three of ten proposed concrete shaft airport traffic control towers to be built by the Federal Aviation Agency will be located at Houston International, El Paso International and Great Falls (Mont.) International Airports under contracts totaling \$2.23 million which are being processed for award today by FAA.

The awards, which also call for erecting government-furnished, factory-fabricated control cabs atop the concrete tower shafts, were made to three companies: Manhattan Construction Company, Houston, for construction of a 130-foot tower at Houston costing \$914,000; Building Mart, Inc., El Paso, for construction of a 120-foot tower for El Paso costing \$720,303; and McLaughlin, Inc., Billings, Mont., for construction of a 90-foot tower for Great Falls at a cost of \$598,400.

All three towers are of one standard design adopted by the FAA for airports which provide, or are expected to provide, radar air traffic control service.

Distinctive features of the new towers will be a simple concrete shaft, topped by the control cab, rising from an expandable base. The base will house electronic equipment, training and ready rooms, administrative offices, workshops and electrical-mechanical areas.

Construction of all three towers is expected to begin next month. The Houston tower is scheduled for completion in the fall of 1966, followed by the El Paso and Great Falls towers in early 1967.

Contractors were selected on the basis of low bids FAA had requested for construction at all ten locations on March 16, 1965. The seven towers still to be contracted for will be located at Sacramento; Andrews Air Force Base, Md.; St. Louis (Lambert); Indianapolis; Detroit (City Airport), Mich.; White Plains, N.Y.; and Columbia, S.C.

Anyone who thinks chemical warfare is something new doesn't know much about perfume.

99's BIG SKY RACE

by Kay Widmer
Publicity Chairman

Wax your planes, ladies. The best speed over par speed wins the second Big Sky Race for Women on July 17.

The Montana 99's corresponded with other race-sponsoring chapters and investigated other types of air races before deciding that a speed race was the least complicated and required less ground personnel.

Racers will bring their aircraft to Missoula on Friday, the 16th for impounding and inspection. There will be pre-flight rules and weather briefings and the business of putting numbers on planes. Don't forget to bring all the necessary papers to be shown at the impounding.



Mrs. Elsie Johnson left, President of the Montana 99's and co-chairman of the Big Sky Race July 17, is shown with two trophy winners in previous races. Mrs. Elsie Childs, Helena, was the winner of an ETA race to Lethbridge, Canada, last year, and Mrs. Pud Lovelace of Bozeman who holds the trophy for the first Big Sky Race in 1963.

The race will start at 6:30 Saturday morning from the Missoula airport after a take-off breakfast.

The course goes north to Kalispell, turns east to cross Glacier Park, continues east to Cut Bank and Havre, and terminates at Great Falls. Mandatory landings will be made at these ports.

Several 99's have flown the route and have found it varied, interesting and challenging. The participants will see the most beautiful scenery Montana has to offer as they cross Glacier Park.

This leg of the race can be flown

at 8,500 feet, or even lower following the highway. The park is only 36 miles wide and, in a Bonanza 35 J, it can be crossed in less than 15 minutes. And the scenery is unforgettable.

Total mileage will be approximately 420 miles. Racers will be allowed seven hours to complete the flight.

The committee, headed by co-chairmen Elsie Johnson of Missoula and Luella Nelson of Great Falls, are pleased with the enthusiastic cooperation they are receiving from managers at all touch-down airports along the course.

In addition, the Montana Aeronautics Commission, Montana Pilots Association and the FAA have offered their assistance with ground work to assure a smoothly-managed race.

First, second and third place trophies, all donated by MAC, and four leg trophies will be awarded at the banquet in Great Falls in the evening.

Deadline for entry is July 10. Entry blanks may be obtained from and returned to Elsie Johnson, 2620 Park St., Missoula, Montana.

AERONAUTICS COMMISSION TO REMAIN UNCHANGED

Governor Tim Babcock reappointed five members of the Montana Aeronautics Commission to four year terms beginning June 21st.

Those receiving reappointment were Carl W. "Bill" Bell of Glasgow, representing the Montana Pilots Association; E. B. "Ted" Cogswell of Great Falls, representing the Montana Chamber of Commerce; Walter Hope, Big Horn, representing the County Commissioner's Association and Herbert J. Jungemann, Billings, representing the Air Carriers.

The two remaining Commissioners not up for reappointment in 1965 are Mr. Clarence R. Anthony, representing Education on the Commission and Mr. Jack Hughes, Missoula, who represents the Montana Flight Operators. Both Mr. Anthony and Mr. Hughes began their present term on the Commission in June 1963.

There is one accomplishment you can always have without effort—failure.

A miser isn't much fun to live with, but he makes a wonderful ancestor!

BY THE BOOK

The following regs appeared several years ago in the issue of "Montana and the Sky," however, we are reprinting as we felt our recent readers may enjoy them.

The following regulations were published back when "jerk the wires and kick the tires" was a short term for walk around preflight inspections. The exact source of these regulations is not known. They have a military sound to them, but, most of them still make sense without being cluttered up with a lot of gobble-de gook.

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning short, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on the take-off, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Do not trust altitude instruments.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Never run engine so that blast will blow on other machines.
15. Before you begin a landing glide see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail will be indulged in, as they unnecessarily strain the machine.
18. If flying against the wind, and you wish to turn and fly with the wind, don't make a sharp turn near the ground. You might crash.

19. Engines have been known to stop during a long glide. If the pilot wishes to use engine for landing he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Aviators will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars and motorcycles.
23. You must not take-off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as you can.
26. It is advisable to carry a good pair of cutting pliers in a position where both pilot and passenger can reach them in case of an accident.
27. Joy rides will not be given to civilians.
(Michigan Aviation)
(June, 1963)

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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